

Section 4: Project Benefit and Compatibility

4a. Describe the anticipated benefit to the community, region or state, including anticipated benefits to the economic condition of the county, and identify who will benefit from the project and how they will benefit.

The clear beneficiaries of this project are the citizens of Fairfax County, especially those commuters who utilize the Orange Line. This proposal (1) expedites the delivery of the Vienna III Parking Structure, (2) expands parking capacity at Vienna and (3) delivers a temporary parking solution that allows commuters to continue to park in close proximity to the station during construction of the Vienna III Parking Structure.

Our proposed temporary parking solution provides WMATA customers a convenient alternative to using park and ride lots further west and then taking a bus to the Vienna station. This solution mitigates the need for Fairfax County to provide new bus service to and from park and ride lots to the Vienna Station. Under our proposal, commuters will have similar park and ride access that the Vienna Metro Stations currently provides.

In addition, WMATA, Fairfax County, and its citizens will benefit from having one team with significant relevant experience in public-private partnerships, development, design and construction. We believe we can provide significant develop/design/build efficiencies that will translate into cost savings. Since Shirley Contracting will already be mobilized on Edgemoor affiliate owned land performing the Saintsbury Drive and Kiss and Ride improvements, additional project efficiencies will be gained. Traffic and metro operations will not be curtailed because there will be a single construction mobilization, a single location for material deliveries, and fewer workers coming on and off the project site. In addition, through preparation and construction of the additional Vienna project work, Shirley will have gained specific knowledge about the project site and the conditions that will be encountered.

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Furthermore, Fairfax County and WMATA will benefit from reduced capital expenditures for the project due to development efficiencies and an accelerated schedule. In addition to the savings associated from a time and cost standpoint, the community and region will also benefit from the utilization of local subcontractors, which not only provides jobs to local workers, but also brings additional tax revenues and other fees back to local businesses and the County.

This project will bring economic development benefits to the County and surrounding community by helping to support and enhance the mixed use area to the South of the Vienna Metro Station, which should attract more retailers as well as residential and commercial development.

TRAFFIC AND METRO OPERATIONS WILL NOT BE CURTAILED BECAUSE THERE WILL BE A SINGLE CONSTRUCTION MOBILIZATION, A SINGLE LOCATION FOR MATERIAL DELIVERIES, AND FEWER WORKERS COMING ON AND OFF THE PROJECT SITE.

4b. Identify any anticipated public support or opposition, as well as any anticipated government support or opposition for the project.

In developing this proposal, members of the Edgemoor team met with several of the affected parties and government officials in order to gain a better understanding of key issues and concerns that might arise as a result of this Project. The initial feedback from these parties was extremely positive for the project, as our proposal not only expands parking capacity at the Vienna Metro Station, but it also provides a convenient temporary parking alternative, and is in line with the County's long-term vision for the surrounding neighborhood.

It is our understanding that WMATA supports the proposal concept, as this proposal helps them achieve critical parking infrastructure on a timely basis. WMATA's need for additional parking spaces has grown, as metro Orange Line ridership has increased during the past several years. The Vienna III parking structure will help WMATA address the increased parking demand, and our proposal accelerates delivery of this important capital project.

We also expect to receive support from the citizens and communities that will be directly affected by this project due to the accelerated delivery of the Vienna III garage and convenient temporary parking solution exclusively offered within this proposal. We also expect to receive support from local and state politicians whose constituents are directly impacted by this transit solution.

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4c. Explain the strategy and plans, including the anticipated timeline that will be carried out to involve and inform the general public, business community, and governmental agencies in areas affected by the project.

The Edgemoor Team is committed to implementing a wide-ranging communication program that will involve and inform the citizens and commuters of Fairfax County, the Board of Supervisors, WMATA, and other local citizens, and businesses in the areas impacted by the Project. Our Team has significant experience with public relations on public-private partnership projects, and we understand that providing timely information regarding the status of the project to the general public, business community, and government officials is essential to a successful project.

This communications approach may include, but would not be limited to:

- Frequent communications with citizens groups, local businesses, and governmental agencies at all levels,
- A speaker's bureau to inform groups about the improvement program,
- Small community meetings to elicit community participation with a special emphasis on the neighborhoods' directly impacted, and
- Regular reports to the Board of Supervisors and WMATA's Board.

Another communication method that our Team has significant experience with is a project specific website, which can keep stakeholders informed as to the status of the project. Updates on the proposed schedule, progress updates, press releases, parking restrictions and other valuable information will be available for all stakeholders to review. We would plan to coordinate all public relations information being placed on the website with Fairfax County and WMATA to ensure a cohesive and coordinated message.



Our Team is currently utilizing a website for our Route 28 Public-Private Transportation Act (PPTA) project in Northern Virginia for the Virginia Department of Transportation. The response to the information available on the website has been very favorable. The website has received over 40,000 hits. Please visit the website at <http://www.28freeway.com>.

4d. Explain whether and, if so, how the project is critical to attracting or maintaining competitive industries and businesses to the County or surrounding region.

Fairfax County's ability to attract and retain competitive industries and businesses depends (among other issues) upon the quality of its transportation network and transit facilities. Employers often want to locate their headquarters or offices in a community where the commute time for its employees is minimized. By accelerating the delivery of the parking structure, adding parking capacity at the Vienna station, and providing a seamless temporary parking solution on land in close proximity to the Vienna Metro Station, commuters will see reduced automobile travel times and be encouraged to use mass transit instead of driving. As a result, the transportation network within the County should be improved (by the reduction of cars on the road networks), making the County an even more attractive area for businesses to locate.

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4e. Explain whether and, if so, how the project is compatible with the County's comprehensive plan, infrastructure development plans, capital improvements, budget, or other government spending plan.

The Vienna III structured parking project has been identified by both Fairfax County and WMATA as a critical infrastructure need. Within the past 12 months the County and WMATA have been involved in initial planning, entitlements and budgeting activities. As a result, Edgemoor believes that this proposal is compatible with the capital budgets and planning activities of both entities.